

**Amendments to the Specification**

Please delete paragraph [0011].

Please amend paragraph [0012] as follows:

[0012] FIG. [[4]] 3 is a schematic isometric view of the application of an energy dissipation device mounted in a B pillar which allows forward movement of a D ring which supports a shoulder belt.

Please amend paragraph [0013] as follows:

[0013] Referring more particularly to FIGS. 1– [[4]] 3, wherein like numbers refer to similar parts, an energy management device 18 houses a seatbelt spool 20 as shown in FIG. 1. The seatbelt spool 20 is mounted about a fixed shaft 22. About the outer surface 24 of the fixed shaft are positioned a plurality of electromagnets 26, best shown in FIG. 2. Each electromagnet 26 has a magnetic pole piece 28 which has a rectangular groove 30 formed in the upper radial surface 32. An magnetic coil 34 is wound within the rectangular groove 30. The magnetic coil 34 in each of the electromagnets 26 is energized by electrical current supplied from a safety system controller 36. The electromagnets 26 are repelled from the central fixed shaft 22 bringing the upper surfaces 38 of the electromagnets 26 into engagement with the inside surface 40 of the spool 20.

Please delete paragraph [0016].

Please amend paragraph [0017] as follows:

[0017] FIG. [[4]] 3 shows the use of the energy dissipation management device [[50]] 18 ~~where the rotor shaft 58 is~~ connected to a spool 84 on which is wound a quantity of cable 86. The cable 86 extends over a pulley 88 in the B-pillar 89 of an automobile (not shown) to support a D ring 90 through which a shoulder belt 91 passes. When the seatbelt 91 is loaded during a crash, the D ring 90 pulls cable 68 from the spool 84 mounted to the energy dissipation management device [[50]] 18. Again, the energy dissipation management device [[50]] 18 is connected to a safety system controller 36 which can control the amount of braking action by supplying current to the magnetic coil [[68]] 34 illustrated in FIG. [[5]] 2.